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Hongkong, 29th April, 1908. [a 398]

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Hongkong, 1st September, 1910. [a 16]

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Hongkong, 1st January, 1913. [a 145]

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Well Furnished Rooms, every home comfort
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Hongkong, 4th December, 1907. [a 24]

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[1360]

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Hongkong, 2nd August, 1912. [a 16]

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11.45 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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JOHN D. HUMPHREYS & SON,
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Steamer Fares:—Single \$40; return (available for 3 months), \$64.
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[a 24]

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Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.
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Floating Docks.
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Lifting Power.
Max. length of Ship taken in 450 Feet.
" breadth " " 22 " 26 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
[a 819]

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SHIPPING EXPERIENCES AT HOME.

LONDON, January 16th.

The *Snowdon Range*, which after having been buffeted about in the Atlantic for about fifty days and then went aground near Queenstown, has been towed off, having suffered little damage.

The furious weather continues, and a Russian barque was wrecked off St. Mary's Island (chief of the Scilly Islands), and ten drowned.

DISASTROUS SHIPPING YEAR.

LONDON, January 16th.

1912 was a most disastrous year for Lloyd's. The losses were over £7,000,000, and would have been much more serious but for the remarkably fine salvaging of the *Delhi* and *Oceanic*. Altogether there were 6,031 casualties and 228 ships totally lost, of whom 82 were British. Every claim was promptly and fully met.

PORTUGUESE BUDGET.

LONDON, January 16th.

A telegram from Lisbon states that the budget was introduced into the Chamber. The revenue is estimated at 79,182 contos of reis and the expenditure at 82,618 contos.

KING OF SPAIN'S ENLIGHTENED POLICY.

LONDON, January 16th.

King Alfonso is striking out in a new line by summoning the Republican and Socialist leaders to the Palace in order to learn their views on different political questions.

CALIFORNIA TO LEGISLATE AGAINST ALIENS.

LONDON, January 16th.

A message from Sacramento states that three bills designed to prohibit the holding of land in California by foreigners and to declare them inadmissible for citizenship has been introduced in the State Legislature.

DEATH OF A BRITISH PEER.

LONDON, January 16th.

The death is announced of Lord Ashburnham, who has been Chairman of the British Home Rule Association since 1896.

DEPARTURE OF THE K.O.Y.L.I.

To-day at noon the transport *Northbrook* is timed to leave for the South, having on board the 2nd Battalion of the King's Own Yorkshire Light Infantry. No regiment has left the port leaving happier or more pleasant memories than the "Koylis," as they are familiarly termed. They have proved a good sporting regiment and have taken a prominent part in the life of the Colony. Officers and men have been associated with all forms of sport, and they have done more in the way of entertainment than many of their predecessors. Singapore should be glad to have the opportunity of extending a hearty welcome to the "Koylis."

VOTERS IN CHINA.

NUMBER OF ENFRANCHISED CHINESE.

A table showing the numbers of persons who possess the right to vote and those who are eligible for election to the provincial assemblies, as well as those of the electors and those eligible for election to the House of Representatives, in each province of the Republic of China, is given in the *N.Y. Daily News* as follows:

Name of province.	Number of persons for the provincial assembly.	Number of persons for the House of Representatives.
Chihli	6,195,920	6,195,767
Fengtien	856,486	856,403
Kirin	108,835	108,835
Heilungkiang	285,191	285,234
Kiangsu	1,939,568	1,939,568
Anhui	1,451,033	1,450,983
Kiangsi	4,372,032	4,369,893
Chokiang	1,185,114	1,184,620
Fukien	1,283,535	1,283,348
Hupeh	5,670,817	5,670,372
Hunan	2,277,069	2,277,414
Shantung	1,359,632	1,358,184
Honan	1,639,563	1,638,622
Shansi	2,588,090	2,588,068
Shensi	1,935,162	1,935,022
Kansu	148,588	148,526

LOCAL SPORT.

FOOTBALL.

HONGKONG F.C. v. M.S. MONMOUTH.

This game was played on the ground of the Hongkong Club last evening. The match was not productive of much good football, and play was very scrappy. In the first few minutes Croucher, the Club right winger, had to retire through an injury, and the forward line was disorganised. Nothing was scored in the initial half, and a considerable portion of the second moiety had elapsed before Pennell netted with a strong shot in the top corner of the net. With a minute to go, the sailors' inside left equalised with a beautiful shot, the encounter terminating in a draw of one all.

CRICKET.

The following will represent the Civil Service C.C. against the Hongkong "A" team on Saturday next on the Hongkong C.C. ground at 2 p.m.:—R. E. O. Bird, R. O. Hutchison, G. R. Sayer, H. Poole, R. C. Wicheil, H. A. Cox, E. B. Reed, F. A. Biden, A. O. Brown, A. R. Sutherland, and E. W. Hamilton.

The following will represent the Hongkong Cricket Club "B" team against Craigengower Cricket Club on Saturday, 14th January, at Happy Valley. Play to commence at 2 p.m.:—R. Hancock (Capt.), C. Beswick, A. A. Claxton, S. H. Dodwell, H. Hancock, J. W. S. Jellie, M. M. Maas, S. S. Moore, Mid. A. G. Oliver, R.N., Staff Surgeon Roche, R.N., and R. P. Thurstfield.

BOXING.

An interesting programme of boxing bouts has been arranged by Mr. Harry Kelly, Grand Hotel, to be contested at the Theatre Royal on Saturday evening, commencing at 8. The chief item, the middle-weight championship of the Orient, between Jack Cordell (the holder) and Gunner Evans (R.G.A., challenger), should be productive of first-class boxing, the former being considered a pugilist of more than average ability, and Gunner Evans has a worthy record to uphold. Both men have been in serious training for some time, and neither can afford to throw away any chances. The remainder of the bouts will introduce new talent, and the usual boxing entertainment will be varied by a wrestling contest.

THE ALLAN WILKIE COMPANY.

"MRS. WARREN'S PROFESSION."

It would be safe to say that no play in the repertoire of the Allan Wilkie Company has been more discussed than the one produced last night, and the fact that the audience was only fair, proves that Hongkong has not been able to make up its mind about "Mrs. Warren's Profession." Many who have seen it condemn it, and many who have never witnessed its production are just as strong in their condemnations. On the other hand, to express appreciation of the play was almost equivalent to inviting social ostracism, and the many who would have liked to have gone to see it if it was as bad as was represented found various reasons for not being present. Candidly, "Mrs. Warren's Profession" must be described as an artistic production, and the reason for the moral panic which it has created is difficult to find. Miss Nora Craigie and Miss Vera Crichton, practically held the boards and made the performance the dramatic success that it proved.

"TRILBY."

There should be a good house to-night to see that ever-popular play "Trilby," the feature of which is Mr. Allan Wilkie's impersonation of *Svengali*. Miss Hunter Watts makes an ideal *Trilby*, and as all the other parts are in capable hands the production, the last of the season, should be up to the high standard set by this Company of talented artists.

THE HUGHES MUSICAL COMEDY COMPANY.

We are informed by the management that there was very heavy booking yesterday for the opening performance of the Hughes Musical Comedy Company at the Victoria Theatre next Sunday night. The repertoire for the very brief Hongkong season is advertised as follows: Opening performance, Sunday 19th, "The Grifters"; Monday and Tuesday, "A Day at the Races"; Wednesday and Thursday, "The Speculators"; Friday, Saturday, matinee evening and Monday, "Spedebounder's Dream"; Monday, "The Grifters." "The Grifters," we are informed, has been the great success of the present tour, and gives the four comedians every opportunity of living up to their reputation.

IRON GOODS AT HONGKONG.

TOOLS: CUTLERY.

The German Consul at Hongkong states that tools of all kinds are imported from Germany and the United States. The Chinese artisan makes his own tools himself so that there is always a possibility of an increased import trade if favourable prices can be fixed. The import amounts in value to about 45,000 dollars a year. The trade in cutlery in 1911 was not good. Fine tableware for the use of Europeans and for the hotels is supplied from Sheffield. Knife-blades are imported by Chinese silversmiths and fitted with handles of ivory and silver. Rodgers and Greaves are the marks most in demand. Solingen razors at prices from twelve dollars a dozen upwards, as well as English razors, are imported in fairly large quantities for sale. Razors from America and Germany find a market amongst the Chinese. Pocket knives of all kinds and from various countries, mostly cheap goods, are in steady demand. The import trade in Japanese knives, which was considerable for a time, has almost ceased, owing to the bad quality of the blades. Cooking knives and other blades for Chinese domestic use are simply cut out of mild steel plates, as also are scissors. Old horseshoes are imported in large quantities, chiefly from Belgium, and are used by Chinese smiths for making all kinds of knife blades. Old files are used by Chinese smiths for making tools of all kinds.

ENAMELLED IRON WARE.

The trade in enamelled iron goods is for the most part with Austria. In 1911 the following goods were imported; 1,500 cases of washing bowls without decoration at 2.15 to 3.50 dollars a dozen; 400 cases of washing bowls with decoration at 4.50 to 4 dollars a dozen; 300 cases of cups with and without decoration at 1.20 to 1.50 dollars a dozen; 150 cases of spittoons with and without decoration at 4 to 11 dollars a dozen. In addition to these enamelled iron spittoons some 500 cases of vase-shaped metal spittoons (cuspids), each case containing three dozen, were imported from Germany.

NEEDLES.

The trade in needles is in German hands. About 2,000 cases are imported. Each case contains 25 tin boxes, each containing 40 packets of 10 envelopes of 25 needles each.

LAMP; LAMP-BURNERS; WICKS.

There was no noteworthy change in the trade in lamps in 1911. The Standard Oil Company of New York, and the Asiatic Petroleum Company import lamps which have fairly good burners and give a good light; these are sold at about their cost of manufacture. For the use of the lowest classes of the population, lamps are made by native tinsmen out of the tin-plate of kerosene cans. The burners for these are imported. They must be of the cheapest kind, but durable; they are seldom required for use with fat wicks but mostly for round wicks. The total import of burners amounts to about 3,000 cases each case containing 100 dozen. Lamp wicks are imported to the extent of about 1,000 cases, each case containing 250 packets of about nine dozen wicks.

TIN BOXES.

Printed metal boxes, fitted with a looking-glass, in which they keep their small belongings, such as small silver coins, tobacco, amulets, etc., are a favourite pocket article of the coolies. Printed tin-plate finds a market in the preserved food industries at Hongkong, Macao and Canton.—*Chamber of Commerce Journal*.

COTTON LOOMS DAMAGED AT SHANGHAI.

A daring outrage at the Kung-yik Cotton Weaving and Spinning Mill situated on the Robinson Road near the Szechow Creek was brought to light this morning, says the *Shanghai Mercury* of the 10th inst., when the operatives arrived to begin the daily work. It was seen that the loom room on the ground floor had been visited during the night and a considerable amount of damage done to the looms, the threads of which were cut and hanging down to the floor. In all 182 looms were affected and for the time being rendered useless. All was in order when the mill was closed the previous night and locked up. On an investigation being made by the Bubbling Well police, who were at once communicated with, it was seen that an entrance had been gained to the grounds from the creek side of the premises, where there was a bamboo fence, and an entrance to the mill gained by a small door which had been left unlocked. The actual damage done is not very much and will not affect the working of the mill, which is turning out on an average 350 bales of cotton yarn per week and the damaged looms only consume about 90 bales. The damage will be fully repaired shortly and meanwhile efforts are being made to find a clue to the midnight visitor.

MR. TAFT AND THE PRESS.

THE CONFIDANTS OF THE GOVERNMENT.

Through the columns of *The Scoop*, the organ of the Press Club of Chicago, Mr. Taft addressed a Christmas message to the newspapers and writers of America, in which, as the result of nearly four years' experience, the President says: "The Press is essential to our civilisation and plays an unofficial but vital part in the affairs of the Government. The discipline of the fear of publicity and the restraining and correcting influence of the prospect of fearless criticism are of much value in obtaining proper administration of public affairs."

Mr. Taft adds that in Washington the standard of the newspaper correspondents who represent all the great papers and Press associations is on the whole a high one. "Such men, when they have established the right to have it," as most have done, share the confidence of Senators, of the Cabinet, of the leaders of Congress, and even of the President, and these newspaper men are most careful to observe the lines which are laid down in

WIRELESS TELEGRAPHY.

SIR HENRY NORMAN'S REVIEW.

TRANS-ATLANTIC TELEPHONY.

The Select Committee of the House of Commons on the Marconi Contract heard further evidence last month in opposition to the ratification of the agreement between the Government and the Marconi Company for the creation of an Imperial chain of wireless stations. Sir Henry Norman, M.P., gave further reasons, based on recent advances which had been made in wireless telegraphy, why a final conclusion should be delayed still further.

Sir Henry Norman said he would respectfully urge that the issue before the Committee was largely a scientific one. The practice of wireless telegraphy had advanced with amazing speed, thanks largely to the work of Mr. Marconi, who had done more than any man living to adapt scientific wireless to the practical service of mankind. But during a time to be reckoned almost in months a revolutionary advance would appear to have been made for long-distance wireless. The original spark system, which consisted in flinging out into space, by the discharge of a condenser across a gap, trains of electromagnetic waves, at their maximum at the moment of discharge, and falling off rapidly in amplitude and energy, was employed on most of the Marconi ship and coast stations. For comparatively short distances it gave an excellent service. The researches of Professor Wien pursued practically by the Telefunken Company produced the "quenched spark" system, or the method of "shock excitation," and it resulted immediately in the transmission of wireless signals to much greater distances with much less energy. The disc discharger invented by Mr. Marconi accomplished the same result, though possibly with less efficiency. The waves thus produced, because they were less damped, approached more nearly to the undamped or continuous waves which had always constituted the ideal of the wireless investigator.

But a more striking discovery was made by Mr. Duddell, which was that by including and electric arc, as seen in the familiar arc lamp, as part of an oscillating circuit, continuous or wholly undamped electric oscillations could be produced; and Mr. Poulsen, a Danish scientist, further discovered that by causing this arc to burn in hydrogen gas the heat of the arc was dissipated so rapidly that a much greater current could be passed through the arc without physical difficulties, and that by causing the arc to pass through a powerful magnetic field the strength and frequency of the oscillations could be increased. The Duddell-Poulsen system, supplemented by the invention of high-speed transmitting and receiving apparatus by Mr. Pedersen, another Danish scientist, marked a great advance in wireless telegraphy, and remarkable long-distance communication at very high speed, with comparatively small powers, had been accomplished. The system was already in use to some extent, he believed, in both the British and German Navies.

WIRELESS TELEPHONY.

There remained, however, the further advance to be made, of generating high-frequency continuous waves without the physical disabilities of either spark or arc, and this Dr. Goldschmidt, a German scientist, appeared to have accomplished. He had invented an alternator which transmitted mechanical rotation directly into oscillating current at a frequency of 60,000 cycles per second (or less, corresponding to a wave-length of 16,000 ft., or more, as required by the contract), without the mechanical difficulties of excessively high speed. A demonstration of a small alternator, generating four kilowatts, was given some months ago, and was continuous day transmission by wire, carried out, he believed, from Berlin to Paris. It was stated that large alternators, generating 100 kilowatts, had been constructed and had successfully passed the test of being run at full load for many consecutive hours, and that only the completion of the necessary high masts and aerials, which were being rapidly erected, one in Europe and one in the United States, was necessary for a transatlantic test to be made. If the Goldschmidt alternator could put 150 kilowatts of a pure continuous wave at 60,000 periods per second into the antenna circuit, as was claimed, a day and night transmission at high speed over 2,000 miles was a certainty.

Moreover, if it would do this wireless telephony would probably be accomplished. The difficulty of long-distance wireless telephony was to devise a microphone which would not be destroyed by the very heavy main current. In the Goldschmidt system the microphone would only have to carry the exciting current of the alternator, seven or eight kilowatts, instead of the main current. The signals would be untappable, except by a special receiving apparatus. Further, an advantage of great value for the purposes of these Imperial stations, the signals could be changed in a minute from a silent wave only readable on the special receiver to a musical note readable by any ship on the ordinary detector and telephones of every receiving circuit. The purity of the wave rendered the system so selective that a station sending on a wave only differing by 5 per cent. would not interfere. Dr. Goldschmidt would not claim that he could receive three different messages on the same aerial at the same time. Dr. Fleming, the scientific adviser to the Marconi Company, alluding in his recent address before the British Association to the inventions of Dr. Goldschmidt, said that telephony across the Atlantic was quite within possibility. The points he urged were (1) that the

POSSIBILITIES OF A WIRELESS TRUST.

The Chairman—If this scheme is not ratified, what is there to prevent all the various systems—Marconi, and Poulsen, and all of them—from forming one big combination?—I should suppose that there is nothing to prevent them, except the natural jealousy and desire for independence of rival inventors.

Have you considered that we are living in days of combinations, and how far we should be better or worse off than with the Marconi agreement?—If there were a great wireless trust it would undoubtedly be necessary for the Government, in its own defence, to make use of section 29 of the Patents and Designs Act, or if that was not sufficient to provide some special law dealing with such a situation; otherwise they would be at the mercy of such a trust as you suggest.

In further answer to the Chairman the witness said he believed that under proper conditions of pay and pension the Government would get a considerable number of men with high qualifications to start with, and the number would be added to. Many of them would doubtless be men now serving with the companies, but who would prefer State service.

TITLES WON BY MERIT.

HEREDITARY PRINCIPLE DEFENDED BY "BURKE."

A spirited defence of the hereditary principle is one of the features of "Burke's Peerage, Baronetage, and Knightage" for 1913.

"Though the hereditary principle is nowadays somewhat out of favour," says Mr. Ashworth P. Burke, who is, with Sir Bernard Burke, Ulster King of Arms, the present representative of the celebrated chronicler of nobility, "the influence of heredity is ever present and cannot be gainsaid. This natural law is strikingly illustrated in the records of the families with which this work is concerned. Risen to honour and nobility by high achievement or conspicuous merit, these families have shown the persistence of the characteristic qualities to which they owe their fame."

Their sons in nearly every generation have been foremost in the service of the State, in camp or in council, at home or abroad, and have made historic the names they bear, and the titles won by their ancestors."

Twenty-five thousand individuals "comprised in the aristocracy" find their place in "Burke's," 3,000 pages, and each is fitted into his or her exact niche by the "Guide to Relative Precedence," which forms part of the work.

There are sixty-five classes in this table of precedence, and each person has a place assigned in that class. Thus:—

Princess Louise, Duchess of Argyll, in the unnumbered class of royal personages, takes tenth place. Her husband, the Duke, in Class No. 1, takes fourteenth place. Lord Dangan—Mr. Wellesley, of the Gaiety—who was front legs in the reindeer at the Pantomime Ball the other day, is in Class 10, No. 189. Mr. Lloyd George, as a Privy Councillor, appears in Class 18, where he is No. 217.

The Duke of Norfolk, premier duke, is merely given as in Class 1, with no number. Lord Roberts is No. 212 in Class 5, Sir George Alexander is No. 289 in Class 34, and Lady Constance Stewart-Richardson No. 191 in Class 13.

FORGOTTEN POINTS.

Many curious and half-forgotten points occur in the scholarly introduction which is always a feature of "Burke." Sir William Blackstone is quoted for the dictum that "the honour of peers is so highly tended by the law that it is much more penal to spread false reports of them, and certain other great officers of the realm, than of other men; scandal against them being called by the peculiar name of scandalum bignatum, and subject to peculiar punishments by divers ancient statutes."

"Burke" comments that this proceeding is now almost obsolete, but adds:—

"It has been held that words are actionable in the case of a peer which are not so in that of a common person, as to say of a peer, 'He is an unworthy man, and acts against law and reason.'"

"Peers have the privilege of sitting covered in courts of justice during the proceedings."

"The Barons of Kingsale enjoy the hereditary privilege of being covered in the royal presence, after having made their obeisance."

Particular interest attaches to a passage in "Debrett's Peerage, Baronetage, and Knightage" concerning the status of divorced ladies. In its guide to the formal modes of addressing persons of title "Debrett" says:—

"When a lady is divorced she loses any title or precedence which she gained by marriage, and should resume her maiden surname and precedence, with the prefix 'Mrs.' if the daughter of a commoner."

With regard to divorced peeresses, the College of Arms, acting on an opinion of the Lord Chancellor, has long held that such persons cannot claim the privileges or status of peeresses which they derived from their husbands. Divorced peeresses are not summoned to a Coronation as peeresses.

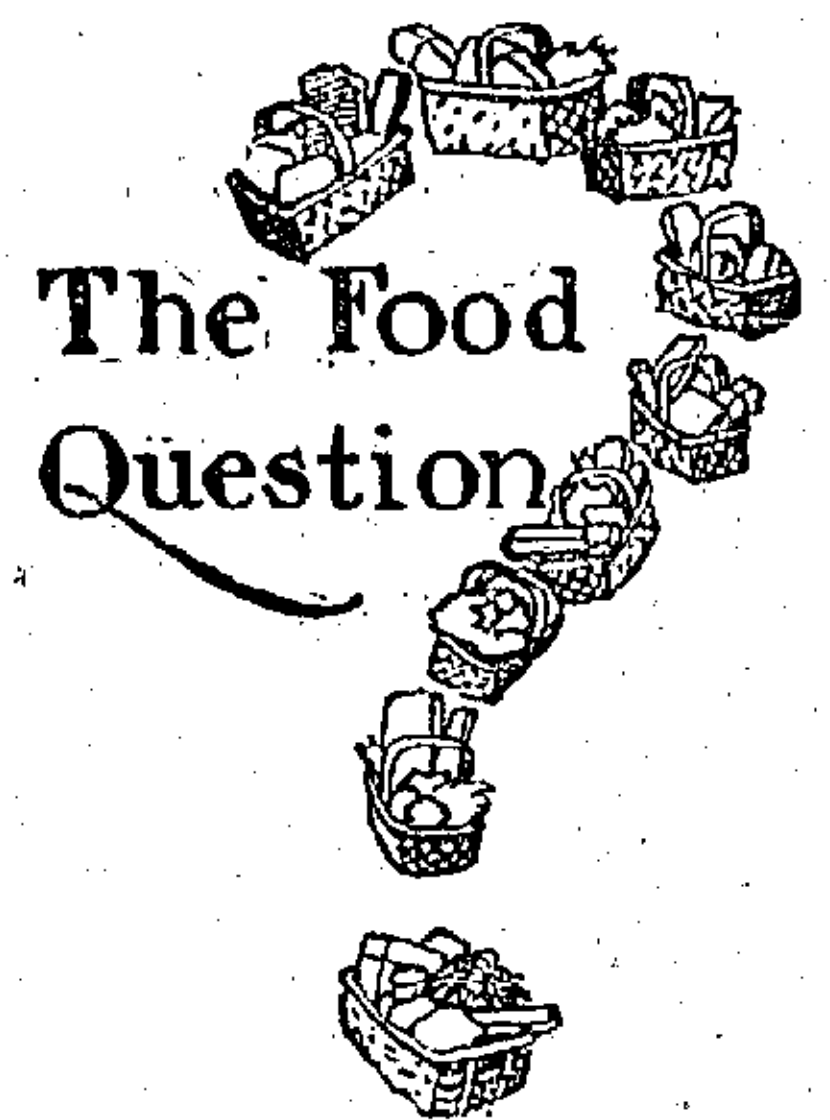
The above remarks apply to ladies who have divorced their husbands, as well as to those who have been divorced.

The Manila Electric Railroad and Lighting Corporation has declared a dividend of 8 1/4 per cent. for the quarter ending December 31st of the Capital stock; also an extra dividend of 21 per cent., making a total of 32 1/4 per cent. per share, payable in New York, on December 31st. For 1911 a dividend of 8 1/4 per cent. was paid.

It is very interesting to learn that the

INTIMATIONS

OVERWORK, FATIGUE, EXPOSURE.



All disappear or are alleviated by the gentle stimulus of a glass of PEMRTIN'S CLUB SHERRY. The delicious aroma, together with its inviting comfort, drives away weariness and cheers on to further efforts.

SOLE AGENTS:

H. RUTTONJEE & SON,
Wine and Spirit Merchants.

131

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET WATCHES.

ENGLISH MOUNTED CHINESE JADE JEWELLERY

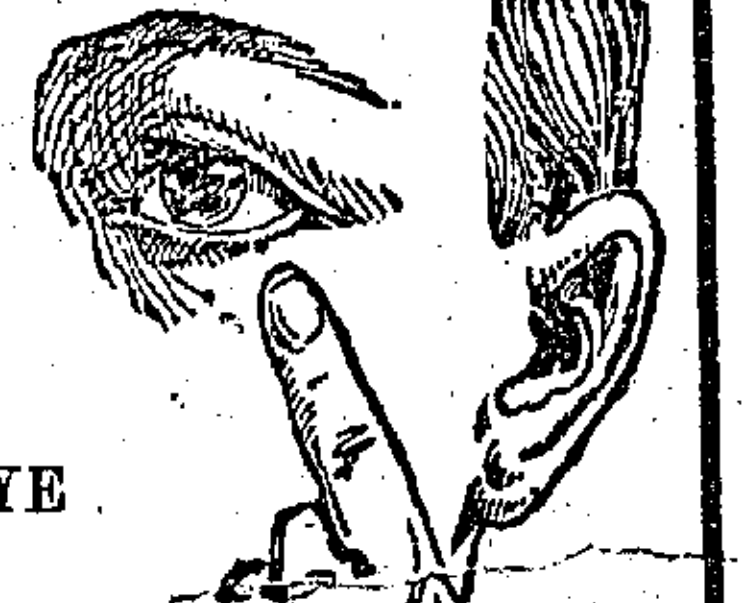
MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

OUR STUDY OF THE EYE.



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

ARK & Co.
OPTICIANS

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 58. Telephone No. 12. Telegraphic Address: Press. Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE NOTICE GIVEN under date the 14th day of January, 1913, convening an Extraordinary General Meeting of the Green Island Cement Company, Limited, for Tuesday, the 21st day of January, 1913, at 12 o'clock noon, is hereby cancelled.

SHEWAN, TOMES & Co., General Managers, Green Island Cement Co., Ltd. Dated this 16th day of January, 1913. [195]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED will be held at the Office of Messrs. SHEWAN, TOMES & Co., at St. George's Building, Canton Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 25th day of January, 1913, at 12 o'clock noon, when the following Resolutions will be proposed:

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITFIELD, NORTON, and the Honorable Mr. EDWARD OSBORNE, and the Honorable Mr. HENRY EDWARD POLLOCK, Members of the Committee appointed by the Shareholders of the GREEN ISLAND CEMENT COMPANY, LIMITED, at the Annual General Meeting of the Company held on the Twenty-fifth day of March, 1911, of the one part and SHEWAN, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.

2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been subscribed by Messrs. SHEWAN, TOMES & Co., as General Managers of the said Company, and which may be inspected at the Office of the said General Managers at St. George's Building, Canton Road, Victoria, in the Colony of Hongkong, or at the Office of Messrs. DRACON, LOOKER, DRACON & HARTON at No. 1, Des Voeux Road Central, Victoria aforesaid, on any weekday between the hours of 10 a.m. and 4 p.m.) to and the same are hereby accepted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

SHEWAN, TOMES & Co., General Managers, Green Island Cement Co., Ltd. Dated this 16th day of January, 1913. [196]

NOTICE.

WITH Reference to the Application made by T. H. WONG to the DEUTSCH ASIATISCH BANK, will be called on the Manager at the Office of the Bank, on SATURDAY Morning, the 19th day of January, 1913, at 10 o'clock.

LOST OR STOLEN.

A SMALL FOX-TERRIER BITCH, Black and Tan Head, White Sreak, Dowe Nose, Black Spot on Right Flank and Black "Bob Tail." Answer to "Daisy." Liberal Reward given on same being returned to—

P. H. HOLYOAK, Reiss & Co., Queen's Building, Hongkong, 17th January, 1913. [198]

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast.)

THE Steamship "INDRAWADI," Captain Charters, will be despatched as above about 10th February. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 17th January, 1913. [140]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River works. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENT

THEATRE ROYAL.

BOXING!

SATURDAY, JAN. 18TH, Commencing 9 P.M.

HUGE CHAMPIONSHIP PROGRAMME.

Middleweight Championship of the Orient: JACK CORDELL V.

GUNNER EVANS, R.G.A.

Featherweight Championship of Hongkong: Pte. SATT, D.C.L.I. V. IRON BUX.

Wrestling Championship of Hongkong: Seaman HERTSCH (H.M.S. "Otter") V. MORRIS SANDBERG (U.S. Navy Champion).

6 Round Contest: JOE DEAN V. Gunner EDWARDS.

6 Round Lightweight Contest: Pte. HUMPHRIES (D.C.L.I.) V. Seaman PAGE (H.M.S. "Minotaur").

H. KELLY, Promoter.

Hongkong, 17th January, 1913. [200]

VICTORIA THEATRE.

COMMENCING:

SUNDAY, JAN. 19TH.

FOR A SHORT SEASON ONLY

HUGHES

MUSICAL

COMEDY CO.

OF 25 ARTISTS—MOSTLY GIRLS.

4 COMEDIANS.

OPENING PRODUCTION:

THE LATEST NEW YORK SUCCESS,

"THE GRAFTERS."

ONE CONTINUOUS LAUGH.

PRICES: \$2.00 and \$1.00

Soldiers and Sailors 70 cts.

Plan at MOUTRIE'S.

Hongkong, 17th January, 1913. [199]

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED on MONDAY, 20th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, E. BRUCE SHEPHERD, Acting Secretary.

Hongkong, 14th January, 1913. [194]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at 11.45 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED on FRIDAY, 17th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary.

HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD., General Agents for the West Point Building Company, Ltd. Hongkong, 11th January, 1913. [175]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED on FRIDAY, 17th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS of the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th FEBRUARY, 1913 at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th January to the 11th February, 1913, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 14th January, 1913. [186]

INTIMATIONS

LANE,

CRAWFORD & Co.

SLAZENGER'S 1913 TENNIS BALLS

SPALDING'S IN AIR-TIGHT CASES.

AYRE'S

TENNIS RACKETS

ALL POPULAR MODELS.

FROM \$7.00 TO \$20.00

TENNIS NETS

FROM \$7.00 TO \$16.00 EACH.

TENNIS POSTS.

COURT MARKERS.

RACKET COVERS.

GUT PRESERVER.

Etc., Etc.

SPECIAL RATES TO CLUBS.

WHITE CANVAS SHOES \$6.00 and \$7.00.

WHITE BUCK-SKIN SHOES \$8.50 and \$10.00.

BUCKSKIN BOOTS \$10.50.

CANVAS BOOTS \$7.50.

ALL BEST RUBBER SOLES, HAND-SEWN.

LANE, CRAWFORD & CO.

[46]

INTIMATIONS

SOCIETY DES PULPES ET PAPIERIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Office of the Company, No. 21, rue Jules Ferry, Haiphong, TO-MORROW, (SATURDAY) the 18th January, 1913.

By Order of the Board, T. F. HOUGH, Director.

Hongkong, 24th December, 1912. [1455]

G. R. NOTICE.

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "Tender for Lease of part of Old Supreme Court Building," will be received at the Colonial Secretary's Office until Noon of FRIDAY, the 24th January, 1913, for the Lease of Certain Rooms on the Ground Floor and in the Basement of the Old Supreme Court Building.

Each Tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of Five Hundred Dollars (\$500) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the Tenderer refuses to carry out his Tender and comply with the conditions hereinafter contained, should the Tender be accepted.

Particulars of the terms of Lease, &c., may be obtained on personal application at the Office of the Director of Public Works.

The Government does not bind itself to accept the Highest or any Tender.

W. CHATHAM, Director of Public Works.

Public Works Office, Hongkong, 13th January, 1913. [183]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

(Incorporated 27th June, 1912)

NOTICE IS HEREBY GIVEN that the SHARE CERTIFICATES and the SHAREHOLDERS to BEARER of the old Company can now be exchanged for those of the new CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

The Registered Certificates will be exchanged at the Transfer Office of the Company, No. 6, Austin Friars, London, E.C., and may be lodged at the Office of the Company in Tientsin to be forwarded to London for this purpose.

The Share Warrants to Bearer of the old Company can be exchanged at the Office of the Company in Tientsin. The Share Warrants with Coupon No. 19 and 20 attached must be left at the Company's Office for examination, and if found to be in order the Share Warrants of the new Company will be ready for delivery after 28 days or as soon thereafter as possible on payment of the charges incurred by the Company.

By Order of the Board, W. S. NATHAN, Agent and General Manager.

Hongkong, 13th January, 1913. [176]

GRACA & CO.

FRANK ST. (Hongkong Hotel Building) Dealers in ST. M.P. PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[134]

NOTICES OF FIRMS

NOTICE.

MR. EMIL HOEFF has This Day been admitted a Partner in our Firm.

MR. C. H. ROUSE and MR. ERNST LUND have been authorized to Sign our Firm for Procurement from This Date.

Mr. F. HUBBS having left our Firm, his authority to sign for procurement has CEASED.

SIEMSEN & Co., Hongkong, Canton, Shanghai, Hankow, Tientsin, Tsingtau.

Hongkong, 1st January, 1913. [175]

NOTICE.

OUR PATRONS and the GENERAL PUBLIC ARE HEREBY NOTIFIED that from This Day forth no receipt will be valid except it is Chopped with our Chop and Signed by 陳勵予 (CHAN LAY-YU).

HOUNG CHEONG & Co., Tailors and Outfitters.

60, Queen's Road Central, Hongkong, 4th January, 1913. [159]

THE NESTLE & ANGLO-SWISS CONDENSED MILK COMPANY

Herby Give Notice that the Power of Attorney granted on the 24th day of August, 1905, to Mr. JOHN BEAUMONT PICTON has been revoked and is now null and void and of no effect in consequence of the Death of the said JOHN BEAUMONT PICTON.

London, 20th December, 1912. [192]

WANTED

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the PEAK or Higher Levels.

Apply—"SCENIC" Care of "Daily Press" Office.

Hongkong, 11th December, 1912.

WANTED IMMEDIATELY

3 FURNISHED ROOMS, Centrally located.

State terms to—TENANT, Care of "Daily Press" Office.

Hongkong, 3rd January, 1913. [152]

FOR SALE

FOR SALE.

THE REMAINING PORTION OF MARINE LOT 283 at North Point in LOTS to suit Purchasers.

For Particulars, apply to—PERCY SMITH, SETH & FLEMING, Liquidators.

GEO. FENWICK & Co., Ltd. (In Liquidation).

Hongkong, 13th January, 1913. [177]

CHEAP SALE

WE Bag to offer our Stock of GOLD and SILVERWARES, SILK GRASS-CLOTH, etc., at a Great Reduction Sale.

Do not Miss this opportunity. Inspection cordially invited.

ON WO & Co., No. 97, Queen's Road Central.

Hongkong, 25th November, 1912. [1360]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

NETHERLANDS INDIA COMMERCIAL BANK.

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKER.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.

6 do. 3 1/2% do.

3 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central, Hongkong, 7th August, 1912. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Liao-Yang, Rejain, Calcutta, Bombay, London, San Francisco, Chungking, Lyons, Shanghai, Dairen (Dalny), Nagasaki, Tientsin, Fongtien (Mukden), Newchwang, Hankow, Harbin, Osaka, Honolulu, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

BISHI ONO, Manager.

Hongkong, 11th January, 1913. [445]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

RESERVE FUNDS—STERLING.....\$1,500,000

at 2/6=\$15,000,000

SILVER.....\$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHERRILL, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq., W. L. PATTENDEN, Esq., G. FRIEDLAND, Esq., J. A. PLUMMER, Esq., C. S. GUBBAY, Esq., Hon. Mr. C. H. ROSE, G. R. LAWRENCE, Esq., H. A. SICKS, Esq., F. LIEB, Esq.

CHIEF MANAGER: HONGKONG—N. J. STABB.

ACTING MANAGER: SHANGHAI—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS: For 3 months, 3 1/2 per cent. per Annum.

For 6 months, 4 per cent. per Annum.

For 12 months, 4 1/2 per cent. per Annum.

N. J. STABB, Chief Manager.

Hongkong, 28th November, 1912. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID UP.....£562,000

RESERVE FUND.....£365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted

DYSPEPSIA.

While one of the commonest of the so-called minor complaints, dyspepsia, is responsible for an inordinate amount of suffering. Indeed, it affects some people so terribly that they actually dread to take food. Many conditions produce this disorder, which may last so long and become so severe that the unfortunate sufferer becomes exceedingly thin, weak, anemic, and the victim of many nervous conditions.

It is obvious that a food which is so digestible that it causes no pain or discomfort is the first necessity towards a cure.

Such a food is Sanatogen, for the reason, as that famous physician, Dr. Gumpert, has stated in one of the leading medical journals of the world, that "Sanatogen is absorbed without leaving any residue."

As, moreover, it is absorbed directly from the stomach, it gives it and all the other digestive organs that much needed rest which enables them to recover their power. It also helps to restore the digestion through its other actions in building up the nervous system, in increasing the number of the red blood corpuscles, and in improving the general nutrition of the body.

Its value in dyspeptic disorders may be judged from the following striking statement of a Medical Captain in one of the Indian regiments. He writes: "I have recommended Sanatogen on different occasions in cases of acute dyspepsia and in cases of general anæmia and loss of tone. I have, myself, suffered from acid dyspepsia for the last two years. I have found Sanatogen of the greatest service, and consider it the most valuable and easily assimilable and nutritive food ever used in such cases."

Sanatogen can be obtained of all Chemists. [110-505]



The DALLINETTE

Just the thing for ladies to iron their own blouses and lingerie. The DALLINETTE for all light work and travelling. To use it is the best, most simple, and most comfortable way of ironing. Independent of stove and gas it can be used anywhere. Non-inflammable, fast without noxious fumes. No risk from fire. Healthier & safer than any other iron. For general household work use the 'Dalli'.
Sole Importers:
S. K. & Co., Ltd., 110, Queen's Rd., Central, Hong Kong.
Agents for Southern China.

FISH! FISH!

WE have Just Received
DIRECT FROM ENGLAND,
A New Shipment of Specially-Selected
Smoked
FILLETS,
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28

BUDGET OF GOOD THINGS
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Selling Off at Bed-rock Prices.

Call Early before the Season is over.

HOOSAIN-ALI & Co.
No. 14, Queen's Road Central.

Hongkong, 24th December, 1912. [45]



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

123-5

MR. BALFOUR ON THE LARGER PATRIOTISM.

THE EXAMPLE OF SCOTLAND TO THE EMPIRE.

Mr. Balfour presided at the 248th annual festival of the Royal Scottish Corporation, held at the Holborn Restaurant last month.

Mr. Balfour received an enthusiastic greeting on rising to propose "The Royal Scottish Corporation." He said:—

The value of the services of this corporation are acknowledged by all who have watched its work and by all who know what it has done for our countrymen whom misfortune, deserved or undeserved, may have left stranded in this great metropolis. But it has a claim, I think, upon our affection and regard going far beyond the limits of its beneficent work in this or that year of its existence. We date practically from the time when the Crown of Scotland and the Crown of England were first placed upon the same head. We date from the time when the Union was begun, legally brought to its full perfection, some little more than two centuries ago—the Union which has been growing in strength, bearing every day by day better fruits since those early days. (Cheers.) It is hard for us to put ourselves in the position of a Scot coming in the train of James the Sixth of Scotland and the First of England, and seeking his fortunes in the southern part of this island. No doubt he spoke the same speech. No doubt the literature of Scotland can never be considered apart from the literature of England, for, go back as far as you will, yet the two countries through an unhappy fate had not only been separated but had been antagonistic for centuries before, and the memories, the greatest patriotic memories, of every Scotman went back to the time when he was fighting his English brother. Whatever England did, Scotland, from the very necessities of her then political situation, did the opposite. (Laughter.) She could not do otherwise. And those memories which to us are mere history were to the Scotsman who came south when this great corporation was begun living memories. Their fathers, their grandfathers, their great-grandfathers, back for many generations, could have supplied them with endless details of feuds, rivalries, bloody combats, hostile diplomacy, endless wars. No wonder that the Scotsman felt himself a stranger in the southern land, and that feeling naturally went on for many years after the Union of the Crowns and for not a few years after the Union of the countries.

THE SCOTSMAN'S DIFFICULTIES.

And the difficulties no doubt—even after the Union of the Scotsman coming to London, entering Parliament, taking his place in the great—in our present language—imperial interests of the country, were many; his position was not always an easy one, for though he spoke the same language he did not speak with the same accent. (Laughter.) It is an interesting reflection that some of the greatest debaters in the 18th century in the British House of Commons were Scotsmen like Wedderburn, who had deliberately and laboriously so far to modify his ancestral method of speech (laughter) as to make himself the great power, as he did, both in the House of Commons and in the Law Courts; and David Erskine, one of the greatest writers. I do not talk of his philosophy (it is not an after-dinner subject) that the British have produced—you will find, if you look at a complete edition of his works, a list of the Scottishisms that he had laboriously to avoid in order to write the language in the classical style which he made his own. These were not small difficulties. They were great difficulties, and if time has entirely abolished them, remember that time has done it gradually, and that no great fusion, political or other, can be done by a stroke of the pen. If it is to be permanent, as ours is permanent, it must be a work of such preliminary toil, many misunderstandings, some difficulties, some frictions; and when these difficulties and these frictions are got over the welding in that furnace cannot be unloosened, and what has been joined together never can be separated. (Cheers.) I do not want, as a Scotsman among Scotsmen, to say more in praising ourselves. In the first place, I think in the opinion of most Scotsmen it is an unnecessary operation. (Laughter.) We have got that kind of unassailable self-content which makes us perfectly indifferent to hostile criticism. (Laughter.) We pity our critics, but we do not think it necessary to be angry with them. (Laughter.)

And yet there is one praise which I hope I may be permitted to give to our common country. It is this: that I think we really have beyond all the world set an example of how to reconcile, naturally and completely and without effort, two things which at first sight do not seem easily reconcilable—I mean an intense and ardent patriotism for a part which yet only reinforces and strengthens the larger patriotism for the whole. (Cheers.) Believe me, this possibility is of more importance than at first sight appears. The doctrine of nationality, which has played so great and so beneficent a part in the construction and reconstruction of the modern world, has been a great engine for uniting mankind and sections of mankind. Occasionally here and there it has had the opposite and the ill consequence of dividing mankind.

THE EXAMPLE OF SCOTLAND.

I do not think I am over-raising ourselves when I say that we Scotsmen have seen how absolutely to reconcile the principle of nationality, the feeling of nationality, the consciousness of a separate history in many respects, during many formative and important centuries, and yet to be able to do this without feeling that there is in it any antagonism whatever to that patriotism, not more ardent indeed, but larger in its scope, which includes Great Britain, and not Great Britain only, but the whole Empire of which we are citizens. (Cheers.) It is only by following the example we have set that the future of that Empire can be made absolutely secure. (Cheers.) A Canadian, an Australian, a New Zealander, a citizen of South Africa, I need not enumerate all the great Dominions and Dependencies of this country—must have, and they ought to have, and they will have, their own feeling of separate nationality. The Canadian is a Canadian. He wants, and ought to want, to feel that Canada has its own principles of development, its own future. So also of Australia, pursuing

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STAIR AND PASSAGE CARPETS.

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SLIPMATS,

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SQUARES.

the great experiments of freedom and self-government on very different lines from those of Canada—lines which Australia has chosen for herself as a free country and a member of that great congeries of free countries which make up our Empire. Do not let us discourage their feeling of local patriotism. Let us only ask them to follow the example of Scotland and to cultivate that feeling of nationality for themselves—the Canadian for the Canadians, the Australian for the Australians, but all for the British Empire. (Cheers.) It is because this conception, so new in the history of the world, was not understood and, let us in fairness say, could not be understood by our forefathers 150 years ago, that the great and unhappy division between us and our American Colonies took place. It perhaps required that great lesson to teach us what we now know. We have learned the lesson, and following the lead of Scotland, the British Empire is seeing how to work those two apparently antagonistic principles, so that even those who profess them both never even see that there can possibly be any inconsistency between them. I have left the corporation too far behind. (Laughter and cheers.) Let me only say this: we have in our own country quarrelled enough about politics and perhaps a little more than enough about matters theological and ecclesiastical. (Laughter.) But, quarrel as we may at home, we always remember that when we are not in Scotland we are all Scotsmen, and that, whatever be the differences of sect or creed or political opinion, the fact that a man is a Scotsman is by itself a claim upon the kindness, the charity, and the help of every Scotsman. (Cheers.) It is on that foundation that this corporation is based; it is upon that foundation it has lasted for all these generations. (Cheers.)

THE FUTURE OF THE EMPIRE.
Lord Balfour, in proposing the health of the chairman, said that throughout his career Mr. Balfour had shed lustre upon Scotland. The corporation had received a characteristic message that night from Brazil—characteristic in its sentiment and economy (laughter)—contained in the one code word, "Greeting." The meaning of the code word had been sent to them in advance. It was intended to convey the message:—"Britter Scots of London, may yer freon's ne'er be like yer shadows, following ye in the sunlight and skedaddling when the clouds foregather." (Laughter and cheers.)

WOMAN WHO COULD NOT TALK.

ANCESTRESS OF THE ENGLISH RACE OF TO-DAY.

"MISSING LINK."
A race of men who could not talk, who roamed about England before even the first of the several known glacial ages, who lived on roots and shellfish and wild fruit, and dodged the mastodon, the hippopotamus and the sabre-toothed tiger—such is the astonishing link in the story of the origin of man, which leading scientists believe to have been discovered in the "Sussex skull," which is supposed to have been not the skull of a man at all, but of a woman.

The skull was shown at the meeting of the Geological Society in London last month, and all the scientists in England were agog with something like excitement, for it was declared by Dr. Smith Woodward, of the South Kensington Natural History Museum, that the type of man to which the skull belongs has never before been discovered. In other words, here is a new race of men, in points strongly resembling the apes, but still unquestionably "man," although devoid of the power of speech.

SEARCH OF YEARS.
"We have been looking for such a 'missing link' for years," one of the leading anthropologists said to an *Express* representative recently, "and here we have found him. Some years ago a skull of somewhat similar type was discovered at Neanderthal, in Germany, but in that case it was doubtful whether the faculty of speech existed or not. It might have done so, to some extent. Earlier still is the 'Java man,' a type which, although possessing human points, was more nearly akin to the apes, and which certainly had no power of speech. "Now for the first time we have found a race of men who unquestionably could not talk, as we understand talking, but who were as clearly human as the 'Javaman' was not.

"The evidence on the point is convincing. The 'speech centres' in the brain are, as a distinguished expert on such matters pointed out, so feebly developed that the brain power for speech was practically non-existent. The jaw also has no inside ridge to which the muscles controlling the tongue in 'talking man' are attached. Thus the power of talking must undoubtedly have been absent."

"Then it is clear that the front teeth must have been very large and protruding, and a man with such teeth could not talk. Yet the back teeth must have been like human teeth, and although the jaw, without the evidence of these teeth, resembles the jaw of an ape, the top of the skull as distinctly resembles that of man, although with only two-fifths of modern man's brain power."

THE AGE OF MAN.
Opinions differ to some extent as to the period of time which has elapsed since this first of all known human beings chewed roots and shellfish in the Sussex sub-tropics.

"Hundreds of thousands of years," was the view which Dr. Smith Woodward gave an *Express* representative.

Professor Keith, the secretary of the Anatomical Society of Great Britain, is inclined to place the non-talking man back in the days of the Pliocene elephant, or hippopotamus, and he told an *Express* representative that the discovery marks by far the most remarkable advance in the knowledge of the ancestry of man ever made in England.

"It gives us a stage in the evolution of man," he said, "which we have only imagined since Darwin propounded his theory."

In Professor Keith's view the "Sussex man" was "still in a simian stage of evolution," and he holds that the skull supports the conclusions which present-day anthropologists have come to, that in the early days—many hundreds of thousands of years ago—there were quite different species of mankind existing at the same time.

Some of these types of man, it is held, died out altogether, while others developed into man as he now is. The "Sussex man" is only one of the "missing links" between man and the ape, and scientists are now greatly encouraged in their hope that others, forming a fairly complete chain, will still be discovered. Next summer a hunt is to be made in Sussex for other prehistoric remains, and great things are hoped for.

Even the phrase "hundreds of thousands of years" conveys but an indistinct idea of the time that has passed since the "Sussex man" searched for the elusive shellfish in the river beds. But at that time there was no North Sea, and lions, bears, and rhinoceroses enjoyed life in Southern England.

ROMAN ENGLAND.
Great interest has been aroused in the recent Roman discoveries at Kenchester, near Hereford.

At a meeting of the Woolhope Club, at Hereford, it was stated that many coins dating back to the reign of Constantine, between 320 and 350 A.D., were found. Pottery similar to that made before the destruction of Pompeii, in 79 A.D., and attributed to the potters who worked during the reign of Antoninus Pius, has also been discovered.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Nagasaki on the 16th January, at 9 a.m., and left again at 3 p.m., same day for Kobe, where she is due to arrive on the 17th January, at 7 p.m.

The Silk exp. R.M.S. *Monteagle*, which left here on the 14th December, arrived at New York on the 12th January, at 4.30 p.m.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES HIGH BLOOD PRESSURE, NEURALGIA, MIGRAINE, RHEUMATISM, GOUT, GRAVEL, SCIATICA, BRUISES, SWELLINGS, BURNS, SCALDS, SORES, ETC.
THERAPION NO. 2
CURES CHRONIC BRUISES, BRUISES, SWELLINGS, BURNS, SCALDS, SORES, ETC.
THERAPION NO. 3
CURES CHRONIC BRUISES, BRUISES, SWELLINGS, BURNS, SCALDS, SORES, ETC.
THERAPION NO. 4
CURES CHRONIC BRUISES, BRUISES, SWELLINGS, BURNS, SCALDS, SORES, ETC.
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UNVARIED FOR OVER

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LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

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From 1st February, 1913.

FURNISHED or Unfurnished, 6, Mountain

View, Peak, containing SIX ROOMS

Apply—

W. R. LOXLEY & Co.,

York Buildings, Chater Road.

Hongkong, 17th December, 1912. [72]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.,

Alexandra Buildings.

Hongkong, 16th October, 1912. [68]

OFFICES TO LET.

FIRST-CLASS Central Accommodation

Light and Airy, on FIRST and

SECOND FLOORS, in New Building being

erected for Messrs. WHITEWAY

LAIDLAW & Co., Ltd. Entrance from

Des Vœux Road, Electric Lift to all Floors.

Electric Light throughout. The plan can be

seen and all particulars obtained at the Office.

Messrs. PALMER & TURNER,

Alexandra Buildings, 3rd Floor.

Hongkong, 21st December, 1912. [73]

TO LET.

NO. 21, SHELLEY STREET.

"CRAIG RYRIE," No. 4, The Peak, To

Let. 8 ROOMS; Tennis and Croquet Lawns;

Fine Situation.

3, DES VŒUX VILLAS, No. 52, PEAK,

5 ROOMS.

No. 119D, THE PEAK, Furnished, from

Middle of April until end of October, 1913.

FOUR BEDROOMS, Tennis Court and

Garden.

No. 6, DES VŒUX VILLAS, 58, THE

PEAK, from 1st March, 1913. Premises will be

thoroughly repaired, painted and colonnaded.

From 1st February, 1913, MERION, No. 10,

PEAK, Furnished or Unfurnished, 6 ROOMS

To Let or For Sale. "GLENSHIRE," No. 124,

Barker Road, Peak; 5 ROOMS; from 1st

March, 1913.

For Sale. "HARTING and ROGATE"

on part of Kowloon Island Lot No. 1154.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 14th January, 1913. [64]

TO LET.

ON 2ND FLOOR, No. 2, PRADDER STREET.

ONE-ROOMED OFFICE.

Apply Property Office.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd May, 1912. [66]

TO LET.

SHOP in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd.,

Alexandra Buildings.

Hongkong, 27th November, 1912. [69]

TO LET.

OFFICES in KING'S BUILDING.

153, PRAYA EAST, GODOWN.

152A, PRAYA EAST, GODOWN, suitable

for Storage of Kerosene.

Apply—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Brigadier, 1st January, 1913. [65]

TO LET.

LARGE SUBSTANTIALLY BUILT

GODOWN, situated on Water Front

East Point.

For further particulars apply Property Office

JARDINE, MATHESON & Co., Ltd.

Hongkong, 15th August, 1912. [67]

HONGKONG CLUB.

NOTICE.

TO LET, TWO ROOMS in the Ground

Floor of the Annex suitable for Offices

For further particulars, apply to the Under-

signed.

JAMES CRAIK,

Secretary.

Hongkong, 1st January, 1913. [153]

TO LET.

FROM the 1st May to 1st November,

Larrington, 118, Peak, Furnished.

Apply to—

H. E. POLLOCK,

5, Queen's Road.

Hongkong, 16th January, 1913. [193]

TO LET.

FURNISHED HOUSE up at the PEAK,

from 1st March next. Furniture

(entirely supplied by Lane, Crawford &

Company) and fittings to be sold at a valuation.

For full particulars, apply to—

"W. A. D."

Care of "Daily Press," Office.

Hongkong, 16th January, 1913. [194]

THE BANK LINE, Ltd.

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SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	On 29th Jan.

To be followed by other Steamers of the Company at regular intervals.
Call at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
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NEW YORK LINE.REGULAR SERVICE FROM
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STEAMER EARLY.

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AFRICAN LINES.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
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TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

STEAMER	TONS	End of February.
S.S. "DUNERIC"	3,000 tons	...

And regularly thereafter.
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AFRICAN LINE.

From Hongkong:	From Colombo:
21st Jan.	Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—
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MONSOLIA	COMFORT.	From HONGKONG calling at
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27,000 tons, twin screws.		YOKOHAMA and HONO-
KOREA		LULU (the Paradise of the
18,000 tons, twin screws.		Pacific) through Service via
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18,000 tons, twin screws.		
ALSO: NILE ... 11,000 tons.		
CHINA ... 10,700 tons.		
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

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The Cost: is not more by this route with its unrivalled opportunities
the cost is but £120, including berth and meals across America. To San Francisco
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First Class accommodations are provided for £54 to London (return ticket £90.10s.)
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STEAMERS	Tons	Starting	TUESDAY	28th Jan.	at 1 P.M.
PERIA	9,000	...	TUESDAY	4th Feb.	at 1 P.M.
KOREA	18,000	...	TUESDAY	18th Feb.	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	25th Feb.	at 3 P.M.
CHINA	10,700	...	TUESDAY	4th Mar.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	18th Mar.	at 1 P.M.
NILE	11,000	...	TUESDAY	15th Apr.	at 1 P.M.
MONSOLIA	27,000	...	TUESDAY	15th Apr.	at 1 P.M.
PERIA	9,000	...	TUESDAY	15th Apr.	at 1 P.M.

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From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
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18th Mar. ... NILE	20th Mar.	8th Mar.	NILE 10th Mar.
15th Apr. ... PERIA	17th Apr.	16th Mar.	MONSOLIA 18th Mar.
13th May ... CHINA	15th May	5th Apr.	PERIA 7th Apr.
3rd June ... NILE	5th June	13th Apr.	KOREA 15th Apr.

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HONGKONG TO CANTON.	CANTON TO HONGKONG.
FRIDAY, 17TH JANUARY, 1913.	
8 a.m. "KINSHAN."	8 a.m. "FATSHAN."
10 p.m. "FATSHAN."	5 p.m. "HONAM."
SATURDAY, 18TH JANUARY, 1913.	
8 a.m. "HONAM."	8 a.m. "KINSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.	
S.S. "SUI TAI," Tons 1651.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	MACAO TO HONGKONG.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
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MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.

SUNDAY, 19TH JANUARY, 1913.

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"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

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Further particulars may be obtained at the Office of the Company.

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S.S. "HUI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
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INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUHOW LINE.**

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One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
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Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
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Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 151

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TRANS-PACIFIC

**WESTERN PACIFIC
DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
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HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
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Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GODFREY,

GENERAL ORIENTAL AGENT,

17, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 19th Jan., at 5 p.m.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th Feb., at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN
TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at 4 p.m.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, POME and VENICE, VIA
SINGAPORE, PENANG, COLOMBO, ROME, KAPACH, ADEN, SUEZ and PORT SAID.
S.S. "VORVAERTS," 12,900 tons, will leave as above about 1st Feb.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

to YOKOHAMA, KOBE via SHANGHAI.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.

"ROUND THE WORLD" TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIEBER & Co., Agents,
Hongkong, 4th January, 1913. 152

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TONS	DATE OF SAILING.
COPENHAGEN and "CANTON"	6,500	On 23rd Jan.
BALIC PORTS		
SHANGHAI, YOKOHAMA, "YEDDO"	7,200	On 27th Jan.
KOBE and MOJI		

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

APTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

JAVA-CHINA JAPAN LIJNREGULAR PORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	—	—	JAPAN	First half of January
TJIKINI	SHANGHAI	First half of January	JAVA	First half of January
TJIBODAS	JAVA	Second half of January	SHANGHAI	Second half of January
TJITAROEM	JAPAN	Second half of January	JAVA	Second half of January
TJILIWONG	JAVA	Second half of January	JAPAN	Second half of January
TJILATJAP	JAVA	Second half of January	JAPAN	Second half of January
TJIMANOER	JAVA	First half of February	JAPAN	First half of February
TJIPANAS	JAVA	First half of February	SHANGHAI	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 14th January, 1913.

Telephone No. 375.

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PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD, BREMEN.**

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 4TH.
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMER"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"BUELO W"	17,250	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELUERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS**EASTWARD.**

S.S. "JELUNGA," 5,205 tons, Capt. D. Macfarlane, will be despatched to
SHANGHAI, KOBE and MOJI on 18th Jan., at 5 p.m.
S.S. "JAPAN," 6,015 tons, Captain C. P. Addison, will be despatched
to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 29th Jan.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 24th Jan.

S.S. "ARRATON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched
as above on 6th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 17th January, 1913.

AGENTS.

NORDDEUTSCHER LLOYD, BREMEN.**IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG," Capt. F. v. BRINZER	18,300	Wedday, 22nd Jan., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BREMER," Capt. B. WILHELM	20,800	About Thursday, 23rd Jan.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST	6,750	Saturday, 25th Jan., at 9 a.m.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About Tuesday, 4th Feb.
KUDAT and SANDAKAN	"FORNEO," Capt. F. SELL	5,000	Beginning of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELUERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th January, 1913.

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 25th Jan., 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 5th Feb., 4 P.M.

PHILIPPINES CARNIVAL, FEB. 1ST TO 9TH, 1913.

For Sailing on January 24th, Special Reduced Rate, HONGKONG-MANILA and Return,

\$50.00. Return Tickets are Available for One Month from date of issue.

No Port Tax.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

HONGKONG, 17th January, 1913.

PHILIPPINES S.S. CO. 10

THOS. COOK & SON,TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—16, DES VOGES ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD.

YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-IBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON.

SHIPPING

ARRIVALS.

OTANI MARU No. 2, Japanese str., 1,070, Yushima, 16th January—Mitsui Bussan Kaisha.

GRANVILLE, British str., 1,331, Gardner, 16th January—Singapore 16th January, General—Chinese.

FESOTEN, British str., 1,073, A. Harris, 15th January—Swatow 14th January, Ballast—Butterfield & Swire.

KIYO MARU, Japanese str., 1,062, K. Fukushima, 16th January—Wuhu, General—Order.

KWANGSUNG, Chinese str., 1,498, J. McArthur, 15th January—Shanghai 12th January, General—Chinese.

LANCASTER, German str., 1,012, A. Struve, 16th January—Bangkok 6th January, Rice—Chinese.

MAGELLAN, French str., 8,025, J. L. Charbonnel, 16th January—Marseilles 15th December, General—Messageries Maritimes.

SEATTLE MARU, Japanese str., 3,832, J. Saito, 16th January—Manila 13th January, General—Osaka Shosen Kaisha.

THIRIST, Dutch str., 2,888, A. W. La Roy, 15th January—Amoy 14th January, General—Java-China-Japan Line.

TSINTAU, German str., 1,006, T. Bucking, 16th January—Swatow 5th January, Rice—Butterfield & Swire.

Produce, Norwegian str., 773, E. Winsnes, 16th January—Bangkok 8th January, Rice—Order.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

January 16th.

CHONGSUNG, British str., for Swatow.

GRANVILLE, British str., for Singapore.

DEPARTURES.

January 16th.

ATSUTA MARU, Japanese str., for Kobe.

CHONGSUNG, British str., for Shanghai.

KWANGSUNG, Chinese str., for Canton.

OTANI MARU, Japanese str., for Hongkong.

SUIKANG, British str., for Singapore.

THIRIST, Dutch str., for Yokohama.

TSINTAU, German str., for Canton.

VANG, Norwegian str., for Canton.

ZAFIRO, American str., for Manila.

PASSENGERS.

ARRIVED.

Per *Kwangtung*, from Shanghai, Mr. Scott.

Per *Laudat Schiff*, from Bangkok, Mr. H. Siebs, Mr. Moxton and Mr. J. H. Smith.

Per *Seattle Maru*, from Manila, etc., Messrs. W. J. Sawyer, John White Craig, O. Bieble, Edward J. Flynn and A. C. Carson.

Per *Magellan*, for Hongkong, from Marseilles, etc., Mr. Achim de Dias, Mr. Giffers, Mr. Le Conte C. de Beauregard, Mr. Grey, Mr. Romano, Mr. Ohauken, Col. Radcliffe and Mr. B. Ross.

DEPARTED.

Per *Zafiro*, for Manila, Mr. James Ross, Mr. and Mrs. W. E. Pratt, Mr. W. T. Bryant, Mr. J. E. Edwards, Major D. D. Porter, Mr. Kunzmann, Mr. Severo Anuar, Mr. M. Togo.

VESSELS EXPECTED

THE AMERICAN MAIL.

The P.M. str. *Korea*, with the American mail, sailed for this port from San Francisco, via Honolulu, the usual Japan ports and Manila on the 27th December.

The P.M. str. *Siberia* left San Francisco on the 6th January, for Hongkong, via Honolulu, Japan ports and Manila.

The P.M. str. *Persia* left Yokohama on the 14th January, at 11 a.m., carrying the United States mails direct to Hongkong, via Nagasaki and Shanghai.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* arrived at Shanghai on the 15th January, at 2.30 p.m., and left again at mid-night same day for Hongkong, where she is due to arrive on the 18th January, at 8 a.m.

THE ENGLISH MAIL.

The P. & O. str. *Anglo* left Singapore for this port on the 12th January, at 6 a.m., with the outward English mails, and is due here on the 17th January, at about 9 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Brannen*, carrying the German mails with dates from Berlin of the 25th December, left Colombo on the 13th January, a.m., and may be expected here on or about 24th January.

MERCHANT STEAMERS.

The T.K.K. str. *Kiyo Maru* left Moji on the 12th January, and is due to arrive here on the 18th January.

The Ben Line str. *Bayline*, from Leith and London, left Singapore on the 13th January, for this port.

The Barber Line str. *Shanosa* sailed from Saigon on the 14th January, and is due here on or about 24th January.

The Swedish East Asiatic Co.'s str. *Yaddo* left Suva on the 2nd January, and is expected to arrive here on or about the 27th January.

The str. *Glenogier* passed the Suez Canal on the 20th December, for Hongkong via Straits.

The str. *Glenogier* passed the Suez Canal on the 27th December, for Hongkong via Straits.

The A.A.S.S. Co.'s str. *Inverclyde* passed the Suez Canal on the 7th January, and is due here on or about 5th February.

The T.K.K. str. *Buyo Maru* left Callao for Salina Cruz on the 14th January, and is due to arrive in Hongkong on the 20th March.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Mausang, from Sandakan, is due in Hongkong 17th January.

Kwonggang, from Shanghai, is due in Hongkong 18th January.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.							
1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON, via USUAL PORTS OF CALL.	INDIA	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.	
LONDON & ANTWERP.	MONMOUTHSHIRE	Brit. str.	—	H. R. Hetherington, R.N.E.	JARDINE, MATHESON & Co., Ltd.	About 21st inst.	
LONDON & ANTWERP via SINGAPORE, &c.	NOVARA	Brit. str.	—	Jäger	P. & O. S. N. Co.	About 22nd inst.	
ROTTERDAM, BREMEN & HAMBURG, &c.	FURST BUELOW	Ger. str.	k. w.	Eschborn	HAMBURG-AMERICA LINE	On 23rd inst.	
HAVRE, BREMEN & HAMBURG, &c.	ALBATROSS	Ger. str.	k. w.	Loening	HAMBURG-AMERICA LINE	On 24th inst.	
MARSEILLES, BREMEN & HAMBURG, &c.	MISBIA MARU	Jan. str.	—	A. E. Mosses	HAMBURG-AMERICA LINE	On 24th inst.	
MARSEILLES, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 24th inst., at D'light.	
MARSEILLES, BREMEN & HAMBURG, &c.	BRIGAVIA	Ger. str.	k. w.	Ginstenbrun	HAMBURG-AMERICA LINE	On 24th inst.	
MARSEILLES, BREMEN & HAMBURG, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	To-day, at Noon.	
VICTORIA, B.C. & TACOMA via JAPAN &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 23rd inst., at 2 p.m.	
VICTORIA, B.C. & TACOMA via JAPAN &c.	OKLEY	Brit. str.	—	N. Kobayashi	THE BANK LINE LTD.	On 29th inst.	
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON	MEXICO MARU	Jap. str.	—	F. von Binzer	OSAKA SHOSHEN KAISHA	On 5th Feb., at 2 p.m.	
TRIESTE, POME, VENICE via SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	—	MELCHERS & Co.	On 22nd inst., at 10 a.m.	
NEW YORK via SUEZ CANAL	KORREBER	Aus. str.	—	—	SANDER, WIELER & Co.	On 19th inst., at 5 p.m.	
BOSTON & NEW YORK	VORWAERTS	Aus. str.	—	—	SANDER, WIELER & Co.	About 1st Feb.	
VANCOUVER via SHANGHAI, JAPAN, &c.	INDRADI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 10th inst.	
VANCOUVER via SHANGHAI, JAPAN, &c.	LOVAT	Brit. str.	—	—	DODWELL & Co., Ltd.	About 23rd inst.	
VANCOUVER (B.C.) & PORTLAND (Or.)	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 8th Feb., at 7 a.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTROSE	Brit. str.	2 m.	Keitze	CANADIAN PACIFIC R. Co.	On 8th Feb., at 7 a.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SITHONIA	Ger. str.	k. w.	E. Bent	HAMBURG-AMERICA LINE	On 23rd Mar.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	—	TOTO KAISER KAISHA	To-day, at Noon.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 p.m.	
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 4th Feb., at 1 p.m.	
COPENHAGEN & BALTIC PORTS.	CANTON	Swed. str.	—	—	ARCTUS NELSON & Co.	On 23rd inst.	
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 25th inst., at 9 a.m.	
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 1st Feb., at 11 a.m.	
CAPE ROUTE via MAURITIUS.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	DUMERIC	Brit. str.	—	Tulloch	THE BANK LINE LIMITED	End of Feb.	
YOKOHAMA & KOBE via SHANGHAI.	KIYO MARU	Jap. str.	—	—	TOYO KAISER KAISHA	On 1st Feb., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	E. P. FREDERICK	Aus. str.	—	—	SANDER, WIELER & Co.	About 1st Feb.	
YOKOHAMA & KOBE via SHANGHAI.	PRINZ SIGISMUND	Ger. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 30th inst., at 11 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	KUMANO MARU	Jap. str.	—	D. Lons	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	THIRIST	Dut. str.	—	M. Winckler	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	SHUNTZEN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	MAGELLAN	Frenc. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-day, at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	ASSATE	Brit. str.	—	G. W. Cookman, R.N.E.	P. & O. S. N. Co.	About 17th inst.	
YOKOHAMA & KOBE via SHANGHAI.	JELUNGA	Brit. str.	—	D. Macfarlane	DAVID SASSOON & Co., Ltd.	To-morrow, at 3 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	KOONSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	JINSEI MARU	Jap. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 20th inst.	
YOKOHAMA & KOBE via SHANGHAI.	KWONGSANG	Brit. str.	—	W. F. Elphard	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	SOMALI	Ger. str.	—	W. W. Cooke, R.N.E.	P. & O. S. N. Co.	About 23rd inst.	
YOKOHAMA & KOBE via SHANGHAI.	BRUNEN	Ger. str.	—	B. Wilhelm	MELCHERS & Co.	On 25th inst., at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	LYNAR	Brit. str.	1 m.	G. O. Williams	BUTTERFIELD & SWIRE	On 25th inst., at M'night.	
YOKOHAMA & KOBE via SHANGHAI.	YEDDO	Swed. str.	—	—	ARTHUR NELSON & Co.	On 27th inst.	
YOKOHAMA & KOBE via SHANGHAI.	BOREKIA	Aus. str.	—	—	SANDER, WIELER & Co.	On 29th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	DEN OF CROMBIE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 10th Feb.	
YOKOHAMA & KOBE via SHANGHAI.	O. J. D. ARLERS	Ger. str.	k. w.	Frederichs	HAMBURG-AMERICA LINE	On 11th Feb.	
YOKOHAMA & KOBE via SHANGHAI.	THIBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	On 22nd inst., at 8 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	DAIYIN MARU	Jap. str.	—	T. Fuchigami	OSAKA SHOSHEN KAISHA	On 19th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 19th inst., at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 21st inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 24th inst., at D'light.	
YOKOHAMA & KOBE via SHANGHAI.	YUENHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	TAMING	Brit. str.	1 m.	Pennisther	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	LOONGSANG	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	HUTIN	Am. str.	—	—	SHREVA TOMES & Co.	On 25th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	ZAFIRO	Am. str.	—	—	SHREVA TOMES & Co.	On 5th Feb., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	THIRIST	Dut. str.	—	P. S. McMurray	JAVA-CHINA-JAPAN LINE	Quick despatch.	
YOKOHAMA & KOBE via SHANGHAI.	RANGONG MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	On 20th inst.	
YOKOHAMA & KOBE via SHANGHAI.	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	UPADA	Brit. str.	—	Logan	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.	
YOKOHAMA & KOBE via SHANGHAI.	FAUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th inst.	
YOKOHAMA & KOBE via SHANGHAI.	DILWARA	Brit. str.	—	W. J. Bishop	DAVID SASSOON & Co., Ltd.	On 24th inst.	
YOKOHAMA & KOBE via SHANGHAI.	HAKATA MARU	Jap. str.	—	H. Nemura	NIPPON YUSEN KAISHA	On 24th inst.	
YOKOHAMA & KOBE via SHANGHAI.	MAUSANG	Brit. str.	—	Cornock	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 p.m.	
YOKOHAMA & KOBE via SHANGHAI.	BOHNO	Ger. str.	—	F. Semblit	MELCHERS & Co.	Beginning of February.	
YOKOHAMA & KOBE via SHANGHAI.	SINGAN	Brit. str.	1 m.	J. D. Milne	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.	
YOKOHAMA & KOBE via SHANGHAI.	SI-KIANG	Frenc. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 29th inst., at 9 a.m.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
MANILA	"YUENSANG"	Saturday, 16th Jan., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 16th Jan., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KONGSANG"	Sunday, 17th Jan., D'light.
SINGAPORE	"FAUSANG"	Tuesday, 21st Jan., 5 p.m.
SHANGHAI	"KWONGSANG"	Thursday, 23rd Jan., 10 a.m.
SANDAKAN	"MAUSANG"	Friday, 24th Jan., 3 p.m.
MANILA	"LOONGSANG"	Saturday, 25th Jan., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMANG" and "FOKSANG" leave about every 3 weeks for Shanghai and returning via Kote (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Staterooms have superior accommodation for First Class Passengers and are fitted through out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th January, 1913.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "UPADA," 5,257 tons gross, Captain Logan, will be despatched for SINGAPORE, PENANG and RANGOON on 20th Jan., at Noon, and will be followed by the S.S. "FULFALA," 4,154 tons gross, Capt. H. W. Tallent, sailing hence on or about the 7th Feb., at Noon, taking Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th January, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR	STRAITS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP	"MONMOUTHSHIRE"	About 21st Jan.
LONDON & ANTWERP	"PEMBROKE HIRE"	About 4th Feb.
SHANGHAI, KOBE & YOKOHAMA	"DEN OF CROMBIE"	About 10th Feb.
LONDON & ANTWERP	"CARMAR HIRE"	About 1st Mar.
SHANGHAI, KOBE & YOKOHAMA	"DEN OF CLAMIS"	About 10th Mar.

Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th January, 1913.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER.

AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.

SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From St. John.
"EMPEROR OF JAPAN" Sat., 8th Feb.	"EMPEROR OF IRELAND" Fri., 7th Mar.
"MONTEAGLE" Sat., 8th Mar.	"EMPEROR OF IRELAND" Fri., 4th Apr.
From Quebec.	
"EMPEROR OF INDIA" Sat., 5th Apr.	"EMPEROR OF IRELAND" Fri., 2nd May.
"EMPEROR OF JAPAN" Sat., 26th Apr.	"ALLAN LINE" Fri., 25th May.

Steamships leave HONGKONG at 7 a.m.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B

